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**INFORMATION REPORT**

CD NO.

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COUNTRY

USSR (Moscow Oblast)

DATE DISTR.

9 Oct. 1950

SUBJECT

Observations at the Moscow Tushino  
Aircraft Engine Plant No. 500

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4

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NO. OF ENCLS.  
(LISTED BELOW)

6

SUPPLEMENT TO  
25X1 REPORT NO.

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1. Location: See Annex 1
2. Layout: See Annex 1
3. Designation: Plant No 500
4. Observations: (The figures in brackets refer to items of Annex 1)

a. Test stands:

For jet engine see item (12)  
For piston see item (7) (inferred from noises heard).  
Contrary to an aerial photograph taken during the war, there were no test stands near the fuel dump (19).

b. The Diesel plant (10) had two generators which were not in operation.

c. Men carrying test tubes filled with a yellow liquid, presumably fuel samples, were often seen entering a small house (11).

5. Production:

a. Definitely jet engines, as observed from the roof of test stand (12) in August 1949.

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letter of 16 October 1978 from the  
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Attorney General of the United States.

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b. Individual light-metal parts (see Annex 3, a through d) manufactured in workshop 9.

6. Scrap dump:

The parts reproduced in annexes 4 through 6 were seen at the scrap dump. (5)

7. Operations at the jet engine test stand:

a. Periods of work: From 4 to 7 a.m. and from 5 to 9 p.m. Change of shifts was at 2 p.m.

b. Eight jet engines were delivered from the plant to the test stand between 8 a.m. and 5 p.m. (2)

c. Duration of tests: 30 to 90 minutes with intervals of about 20 minutes. Only one test stand was in operation at a given time, mostly test stands 2 or 3, seldom test stand 1. Test stand 4 was not yet in operation.

d. Work force: 30 men in each of the two shifts.

8. Shipping of boxes (20):

The boxes were 2 x 1.5 x 1 meters (see Annex 6). Jet engines were, allegedly, packed in them. Three railroad cars loaded with 25 boxes each were loaded by PWs in August 1949. On the average not more than eight boxes were loaded every week up to October 1949. In late October 1949, 100 to 200 boxes of various sizes were seen at the loading ramp.

9. Rumors and conjectures:

a. Work force: 2,000 to 3,000 Soviets [REDACTED]

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b. Production: Only piston engines were built up to late 1947; jet engines were later produced. (1)

c. Opinion [REDACTED]:

Complete piston engines and parts for jet engines were produced up to the summer of 1949; afterwards there was the opposite relationship.

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[REDACTED] the jet engine test stand was completed in the summer of 1949 and that from then on the piston engine parts were shipped out in the direction of (17).

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## 10. Test stands:

a. A newly constructed building in the northeastern corner of the plant equipped for the testing of four jet engines. Three or four jet engines were tested daily. (2)

b. Test stand for the testing of three piston engines, just south of the east-west factory street.

c. A high-pitched sound was heard from test stand a, while a deep humming was heard from test stand b.

## 11. Work force:

A total of 1,200 to 1,500 Soviets working in three shifts.

## 12. Outgoing shipments:

Twenty to thirty 3 to 4 x 2 x 2 -meter boxes in three months.

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## 13. Designation: Plant No. 500

14. Work was done in three shifts. The German engineers were transferred to Kuibyshev in September or October 1949.

## 15. Production: Jet engines. (1)

16. Outgoing shipments: Boxes 2.5 to 3 x 2 x 1.5 -meters. One such box and two smaller ones, 50 x 50 x 50 cm, were always loaded together. [REDACTED] daily shipping of 5 large and 10 small boxes.

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17. Boiler house: Three new boilers were being set up but were not yet in operation.

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- (1) [REDACTED] Comment: The information on the production of jet engines in Plant No. 500 and the transfer of the Gerlach organization now seems to be confirmed (see previous reports).

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- (2) [REDACTED] Comment: A weekly production of about eight jet engines may be correct for October 1949 and a daily production of five jet engines for late 1949.

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- (3) [REDACTED] Comment: The purpose of the individual parts reproduced on the attached sketches are difficult to determine since they were drawn from memory and are hardly correct. The type and performance of the jet engine produced in Plant No. 500 can only be determined on the basis of more definite and complete data [REDACTED]

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6 Annexes, Blueprints: 1. Layout Sketch of Aircraft Engine Plant No. 500

2. Jet Engine Test Plant at Plant No. 500

3. Undetermined Work Pieces Manufactured in Plant No. 500

4. Nozzle Pintle (?) Seen at the Scrap Dump at Plant 500

5. Turbine Casing (?) Seen at the Scrap Dump of Plant No. 500

6. Turbine Seen at Plant No. 500

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(4) [REDACTED]

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